

Sub B1  
approximately 20% to 80% and preferably about 30% to 50% of the block length.

10. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the tread block plateau (3) between the start of the entry side and exit side lowering is rectangular or trapezium-shaped in plan view.

A<sup>2</sup>  
11. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the steepness of the entry side and/or exit side tread block boundary surface (6) differs over their width.

12. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the depth of the grooves (7) which separate the tread blocks(1) from one another in the circumferential direction of the tyre differs in a pre-determinable repetition sequence.

Sub B1  
A<sup>3</sup>  
14. (Amended) A vehicle tyre, in particular in accordance with claim 1, characterized in that the groove angle in the tread entry is disposed in the range between 15' and 25' and the tread run-out angle is disposed in the range from 0' to 13'.